



Volume 107 May 2022  
9030 Forestview Lane N. Maple Grove, MN 55369 763-494-5983 Open 2nd Sunday of the month

**MAPLE GROVE HISTORICAL PRESERVATION SOCIETY**

**OFFICERS**

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**Research: Mary Moyle, Rosie Gruidl, & Karen Brajdich**  
**Web page designer: Steve Briggs**  
<http://www.maplegrovmnhistory.org>

**Purpose: To collect and preserve information and artifacts and to educate the community of the history of Maple Grove, MN.**

**Regular**  **Events**

**Open House:**  
The Maple Grove History Museum hosts an open house on the second Sunday of every month from 1:00 - 4:00 p.m.

**Monthly Meeting:**  
The third Thursday of every month at 7:00 pm at the History Museum. Anyone with an interest in history is welcome to join us!

**Quarterly Newsletter:**  
July -Maple Grove Days July 17th  
August- Maple Grove Days  
November- photos and memories of Christmas

**History on Display:**  
Ox Cart site and territorial downtown Maple Grove:  
15310 Territorial Rd (0.7 mi. w. of Fernbrook Lane N. Maple Grove, MN.)  
Pierre Bottineau House : Elm Creek Park Reserve:  
12400 James Deane Parkway, Maple Grove, MN.  
4 History Display Cases at M.G. Government Center:  
12800 Arbor Lakes Pkwy N. Maple Grove, MN.

**Annual dues : January**  
**Election of officers at meeting: October**

# Maple Grove Days

**JULY 17TH**  
**OPEN HOUSE**

**WEDDING DISPLAYS**  
**DEPOT DISPLAY**  
**THE ANTIQUE TOOL MAN-SHOW US HOW TO USE OUR TOOLS!**  
**BEAT A RUG! WASH A SOCK!**

# MORE THAN TWO CENTURIES OF SERVICE

## Chronology of Events

- 1775 Benjamin Franklin appointed first Postmaster General by the Continental Congress
- 1847 U.S. postage stamps issued
- 1855 Prepayment of postage required
- 1858 Street letter boxes introduced
- 1860 Pony Express began its 18-month run
- 1863 Free city delivery began
- 1864 First Railway Post Office™ established and domestic money orders introduced
- 1873 U.S. postal cards issued
- 1874 General Postal Union (now Universal Postal Union) established
- 1893 First commemorative stamps issued
- 1896 Rural free delivery began
- 1913 Parcel Post™ began
- 1918 Scheduled airmail service began
- 1927 Scheduled international airmail service began
- 1943 Postal zoning system began in largest cities
- 1950 Residential deliveries reduced to one a day
- 1963 ZIP Code™ inaugurated
- 1965 OCR scanner (ZIP Code reader) deployed
- 1970 Express Mail™ began experimentally
- 1971 United States Postal Service® began operations
- 1982 Last year Postal Service™ accepted public service subsidy (taxpayer dollars)
- 1983 ZIP+4™ Code began
- 1992 Self-adhesive stamps introduced nationwide
- 1998 U.S. semipostal stamp issued
- 2002 Click-N-Ship™ launched
- 2007 Forever™ stamp issued
- 2009 Free usps.com iPhone app offered
- 2011 Every Door Direct Mail™ introduced

## Price of a Postage Stamp for First-Class Mail

Before 1863, postage rates for letters were based both on the number of sheets or weight of a letter and the distance it traveled.

Until 1971, rates were set by Congress and bore no relation to costs. Congress appropriated funds to make up for annual shortages in postal revenue.

In 1970, Congress transformed the Post Office Department into the United States Postal Service and gave it a self-funding mandate, directing that postal operations be financed from postal revenue.

Since about 1980, postage rates for First-Class Mail® have remained more or less constant in real terms. For example, the rate in 1981, 18 cents, equaled the rate in 2013, 46 cents, after adjusting for inflation.

In 2007, the Postal Service issued its first Forever stamp. Since 2011, all First-Class Mail commemorative stamps have been Forever stamps. They will always be equal in value to the current First-Class Mail one-ounce price.

## Delivering the Mail

Before 1863, postage paid only for the delivery of mail from Post Office to Post Office. That year, Congress authorized the establishment of free city delivery. Within a year, free delivery had been established in 65 cities nationwide. By 1880, 104 cities were served, and by 1900, the service had spread to 796 cities.

Initially, mail carriers hand-delivered mail to customers. By 1912, new customers were required to provide slots or mailboxes, and in 1923, all customers were required to do so.

Free home delivery in the countryside — called “rural free delivery” or RFD — began experimentally in 1896 at a few offices in West Virginia; within a year, routes were operating in 29 states. The popular service was made permanent in 1902. The



Rural delivery eased social isolation by bringing mail directly to farms; before, getting mail required a lengthy trip into town. In 1909, one customer claimed that in his community, rural delivery had “cut down the cases of suicide and insanity among farmers’ wives fully 50 percent.” Rural delivery also spurred road improvement, since passable roads were required for service.



Although it was against postal regulations, several children were “mailed” in the early years of Parcel Post to grandma a few miles away!



Letter marked “PAID,” 1839; Franklin and Washington stamps, 1847; Elvis stamp, 1993

Elvis commemorative stamp in 1993 was the most popular

Information on this page courtesy of US Postal Service.

May 2022

Minnesota Postal History is explained in a Minnesota Historical Society article by J.W. Paterson. Here is part of the 20 page article.

“August, 1819, the Fifth United States Infantry arrived at the junction of the Mississippi with the St. Peter's (later named the Minnesota) River. They constructed an out-post establishing the United States authority over the northwestern wilderness which had been occupied by Indian tribes and fur traders. The out post was known as Fort St. Anthony until it was re-named in 1824 "Fort Snelling" in honor of its second commander.

“The First Post Office was established at Fort Snelling on August 25, 1827, with John Garland as post-master. Mail arrived as frequently as twice a month. After the freeze-up the following winter, Taliaferro hired an Indian runner, Okarpe, to go to Prairie du Chien for the mail. Leaving on December 3, he was back December 24 with many letters and newspapers. This timely Christmas present was enthusiastically received. As pay, Indian Agent Taliaferro gave Okarpe ten pounds of tobacco, ten pounds of lead, four pounds of gunpowder and other items, as well as an order on the American Fur Company store for trade goods worth \$9.25. The commandant made the Indian a gift of three and one-half gallons of whisky.

Prairie du Chien, more than two hundred miles down the Mississippi, was the nearest post office. Letters and papers from the states were routed via Louisville and St. Louis up the river to Prairie du Chien, where they were included in the pouch of dispatches to the commandant of Fort St. Anthony. Mail service was slow and infrequent because of the difficulties of transportation. According to J. Fletcher Williams, an early historian: "In the summer they made the trips two or three times during the season, with keel-boats or canoes, also bringing supplies. . . . In the winter the trip was one of hardship and danger, occupying many days. The whole distance to Prairie du Chien was generally traversed on the ice, in a sort of sled drawn by dogs or a Canadian pony."

The year 1823 marked the beginning of steamboat navigation to the wilderness fort.

Letter mail rates were based on distance and the number of sheets contained. Envelopes were not in use, the letter sheet itself being folded and sealed to form an envelope. Postage for each sheet was 6 cents to a distance of thirty miles; 10 cents for eighty miles; 12 cents for 150 miles; 18 cents for four hundred miles; 25 cents for all greater distances. Since the nearest post office was somewhat over two hundred miles away, the minimum rate from Fort Snelling was 18S cents at this time.

A request from a reliable citizen to the territory's congressional delegate or to the Post Office Department itself usually was all that was necessary to obtain a new post office. Many a town, however, was platted out on paper only to be stillborn or to survive for but a short period. Harrisburgh, in Hennepin County, was one of these. In 1856 and 1857 a mill was built on the Mississippi River directly east of Osseo. An adjoining tract of 160 acres was platted into lots, and on December 22, the Harrisburgh post office was established.

Have you ever heard of these Post Offices:

City of Attraction (Osseo)      Palestine—Osseo today

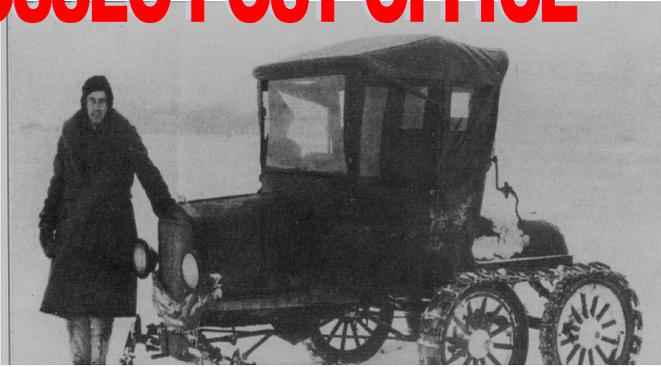
Fletcher Post office at St. Walburga 1900-1906- Hassan Rapids- Hassan Township- Industriana      Burchville

Abel in Maple Grove Township? Henry (or Harvey) Abel lived on 3 homesteads in Maple Grove. The “Abel post office” was at his 3rd homestead on the corner of Weston Lane and 89th Ave. He had arrived from Essex NY in 1854. His first wife had died and he married Sarah Brown, who died in 1861. His 3rd marriage was to Sarah Weaver in 1862 . He ran the post office out of his house.



Photo of this site currently courtesy of our  
Research team

# OSSEO POST OFFICE



Authur Hastings was born in 1897 and he was 24 years of age when he joined the Osseo mail service in 1921, and delivered mail on R.R. 3 around Fish Lake, Bass Lake and Weaver Lake. In 1924 they replaced the horse-drawn buggies and sleds with what was the first snowmobiles, a converted Model "T" Ford kit which had skis on the front axle and the front wheels placed ahead of the rear wheels on a separate axle and a belted chain over the two sets of wheels so it could travel over the snow drifts. Many of the postal departments used these conversion kits on the model "T" Fords up until 1929 or when the area roads were plowed so that wheeled vehicles could travel on their road routes.



**April 21, 1910.** The post office department has sent out letters to all the postmasters requesting them to have the patrons of the routes have their mail boxes and posts painted pure white. It is also desired that persons imprint their names and box numbers on the boxes. The department is also urging the cooperation of carriers and postmasters with the road overseers and the county officials in regard to better roads and is using its influence for better highways so that better service may be had. There is no doubt but that roads have been greatly improved since the free delivery system has been inaugurated and that the carriers are to be thanked for a whole lot of this work. Farmers like to get their mail promptly and this they cannot do unless the roads are in such shape as to warrant fast and sure travel by the carriers.



*Archie Champlin helped his father John Champlin part time delivering mail from Osseo Route I, which came north towards Mississippi Beach on the West River Road and then east on Hayden Lake Road which was also known as the Maple Grove cutoff road. His route continued on until the Territorial Road and then east again to Osseo. Archie continued with his fathers route from 1929 until he retired from his postal service in the 1960's. His route served much of the Champlin township area and many people remember him driving one of the model "T" Ford snowmobile postal vehicles during the winters from 1924-1929.*

**April 4, 1917: "Wet Muddy Roads Make Travel Hard."** "The rural mail carriers running out of Osseo have certainly had a hard time of it the last few weeks. With the roads in awful condition and mail piling up in the post office, it took considerable figuring and scheming to give the patrons any kind of service. And while the carriers were doing everything possible, the patrons themselves were helping the mail men. Many farmers would drive out of their way to deliver mail to people whom the carrier found impossible to reach, and in many other ways at the cost of a little inconvenience, some sort of service was maintained.

The carriers appreciate all the help they have been given this winter, and want to thank their patrons for the assistance rendered. With the coming of good roads in a short time, and the resumption of mail schedules, the hardships of the winter will soon be forgotten, but the efforts of both the carriers and patrons will long be remembered." (article is positioned near cartoon of automobile stuck in mud and water captioned: "Our Spring Drive Halted.")





Osseo Post Office of 1975.

Osseo's present post office was dedicated August 16, 1970. The dedication was the first in the history of the community.

Postmaster Bob Heesen reflected on community history. "It's interesting to learn that the community which now carries the name of Osseo, originally began on July 18, 1855, and was established as Palestine, Minnesota. The name was changed to Osseo, April 18, 1856", Heesen said.

In the 120 years since the establishment of the community, there has been any number of post office locations, from a small corner in a grocery store, up to the present site. Many former sites have been forgotten, but many people remember when the post office was located in the rear of the present Osseo Press building, Central Avenue and Second Street, which later became Dr. Dick's dental office. From there the post office moved to the Masonic Building on Central Avenue, between Second and Third Street, staying there for ten years. In October, 1954, the post office moved to its first permanent building, at 17 Second Street West, across from the former Joslyn Auto Body Shop.

**February 13, 1913.** Rural mail carriers say that the people are using the parcels post more and more right along. They are finding it a great convenience when wanting anything from town in a hurry.

**November 10, 1915.** headline: "Osseo Post office Safe Blown and Robbed: This Morning at 3:18 The Osseo Post office Safe Was Blown Open - Interior a Wreck - Over \$300 in Stamps And \$13.45 in Cash Secured."

**September 5, 1917.** Postmaster Neumann is this week checking up on all the patrons of the rural mail routes out of Osseo and compiling data that will be of benefit to him in time to come. A recent ruling of the post office department gives the postmaster authority to have the patrons place their mail boxes on the right hand side of the road and this change may be made here. The new ruling is made to make traffic for the carrier in summer and easier in the winter months.

**January 23, 1918.** Front page article "Postmaster Will Act As Registrar For Enemy Alien Populace: Information for those Required to Report Found in Following Paragraphs Should be Carefully Observed—Photographs and Prints Ordered." (Registration of German alien enemies. Persons required to register. Penalties for failure to register and for violation of regulations.)



**January 5, 1916.** headline "Rural Route War All Over Country." (Postal Department made changes that no one is happy with). \*\*

**April 25 1917.** "No Mail to Germany. The post office department has announced that no mail will be dispatched to Germany and all mail now addressed to that country will be held. Mail for Austria, Hungary, Luxembourg, Bulgaria and Turkey cannot be forwarded on account of going through Germany. Mail originating here addressed to these countries will be returned to senders or sent to the dead letter office."

A local book about a young girl's courtship , found her letters.



Sally Anne Dare of Elk River has made a notable contribution to local and regional history in *Anna, Letters From the Attic*. The letters, from Anna Delia Fournier of Otsego to Laurence Albee Dare of Elk River, tell the fascinating story of life in the Elk River-Otsego area before there was a bridge, of the old-fashioned and touching romance between the young woman of Acadian French-Canadian Catholic antecedents and the young man descended from Protestant Pilgrims.

- Elmer L. Andersen, former governor of Minnesota -

In the early days rough trails served as roads. As more families came, the trails grew and winding their way through the "Big Woods". Eventually Territorial Road extended all the way to St. Cloud. Mail was carried "on foot" about 70 miles from Osseo. Along this territorial road the First Maple Grove Post Office was located in Dayton by State Highway 152 and Territorial Road.

Leo Scharber tells the story in the book : "Rogers, Hassan Township and Fletcher Remembered" (p. 97) He remembers going to Osseo for stamps and coming upon a 1937 Chevrolet against a tree. Mike Borck was hanging out the window with blood running from his mouth; he had been killed instantly. The driver, his hired man, had fallen asleep and hit a big tree; he did not get hurt.



Site of the Maple Grove post office in Dayton, Minnesota. On Territorial Road just west of Highway 81, on north side. April 7, 2003."



13500 Grove Dr, Maple Grove, MN 55311



A memo between Jim Weber and Jim Deane, found in a box at the Museum, states that, "the original Maple Grove Post Office was in Dayton on Territorial Road," was probably not true. That post offices were in peoples houses, William Evans probably had the Post Office at his house, for a year, and then it moved to Purmont's in Dayton.

The Maple Grove Post Office opened June 15, 1866 and closed August 31, 1901. The Postmasters were:

William E Evans	06/15/1866
Abner D. Purmont	07/02/1867
John M. Eddy	06/06/1872
William Joslin	09/19/1872
Daniel Chase	01/07/1874
Effie H. Evans	01/13/1880
John H. Michell	03/07/1884
Otis O Henry	05/23/1888
Discontinued on August 31, 1901	Papers moved to Osseo

P

ostcards

The Museum has a collection of post cards that were given to us by Jane (Neumann) Kidd. They were her mother's Irene (Sadler) Neumann. As a young girl, Irene attended Villa Maria School in Frontenac, MN in 1908. This school was a finishing school for young girls— teaching them in the art of being accomplished young women. Irene married George Neumann, who was the Osseo Postmaster for 30 years. The postcards cost a penny to mail. The Sadler farm was located in the Eagle Lake area and the address on many of the cards are Robbinsdale.



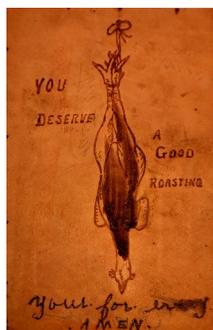
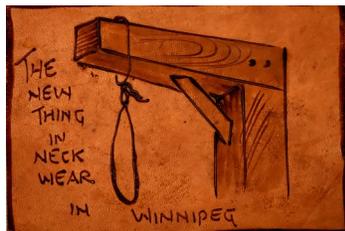
# Postcards in a Trunk

by Virginia Hoppenrath



Gus and Angie Barthel had sold their farm on Cty. 30 across the road from Teal Lake. Dr. George Ghostley started a Poultry Farm on the site. Earl worked for him and the site manager Ernie Nelson. In the upstairs of the barn was an old trunk. It was offered to my husband Earl, and of course Earl knew I had a passion for old trunks, so he brought it home. The only thing left in it were these leather post cards dating back to the early

1900's. My husband used them for "show and tell" for a while but put them in his bureau dresser. And that's where they been the past 50 years. I was told by some one that sometimes they were given as souvenirs back in the day.



**Who was Dr. George Ghostley?** Did you know that he who built a world-renowned chicken business in Anoka and Maple Grove. He wasn't just your average run-of-the-mill chicken farmer. "His goal was to develop a superior strain of leghorns, chickens that would be both disease resistant and fantastic layers." "In a 1955 article in the Minneapolis Star, the poultry industry was being threatened by a disease that was costing them 50 million dollars a year. The disease, known as "big liver disease," "Ghostley's goal was to develop genetic resistance in his flock by inoculating birds with the leucosis virus, hoping to pass resistance along to the offspring."

At the height of his poultry business, Ghostley had 25,000 chickens with a 350,000 capacity incubators operating 24/7, 365 days a year and was selling breeding stock to several foreign countries. Dr. Ghostly, decided to have a naming contest. Arch Pease, editor of the Anoka Union, came up with the winner, Ghostley Pearl, in honor of George's wife, Pearl. It helped that the name also described the color of its distinctive egg shell. Ghostley's death in 1965 marked the end of Ghostley's Poultry Farms as well. It went out of business in 1968 and the last henhouse was demolished in 1975. The 1955 Minneapolis Star article describes Ghostley's chicken business as "a highly specialized poultry plant that includes the main farm two miles southeast of Anoka on highway 10, the nearby 900 acre range where 263 Hereford steers are now being fed to utilize excess alfalfa and corn grown to provide feed and shade for the chickens, and an 80 acre place near Osseo where experimental work is carried on."

(Information was taken from an article by June Anderson member of the Anoka County Historical Society).

American Poultry Historical Society, Inc.  
Preserving the Poultry Industry of the Past For the Future. In the early 1960s he was elected to the Poultry Hall of Fame. This is his official portrait'



## Who were Gustave and Angie Barthel?

Angie's parents were James Chapman and Irene Blakeborough. Irene was the daughter of Joseph Blakeborough and Precilla Weaver. Their Children were Angie B. Barthel (Bartel) - daughter; George H. Chapman - son; Owen Chapman, - son, wife was Julia; Clinton Chapman- son; Eleanor Sallberg (Salberg) -daughter.

Angie Precilla Chapman, b. August 10, 1889, Minneapolis, Hennepin county, Minnesota d. June 14, 1967, Minneapolis, Hennepin county, Minnesota m. GUSTAVE GEORGE BARTEL, November 25, 1908, Minneapolis, Hennepin County, Minnesota; b. November 27, 1885, Interburg, Prussia, Germany; d. September 16, 1958, Osseo, Hennepin County, Minnesota Both are buried in Niggler Cemetery.



Remember this century-old wooden building on Highway 152 (now 81), at the edge of Osseo? Originally it was a combination grocery store and chicken coop. Have you hung around Osseo long enough remember the Brown Derby Café? By 1974 it was called the Munchkin Eatery.

Chuck and Jan Lynde bought the business in 1981. (They ran Lynde's Restaurant and Catering until they retired in 1995. Mark and Cathy, bought the business.



The Lyndes wound up purchasing adjacent land from a neighboring business, doing a land-swap with the county, and building a new 7,200-square-foot facility on 2.5 acres. The new structure houses the restaurant, catering & landscape maintenance.



### MAPLE GROVE HISTORICAL PRESERVATION SOCIETY

City of Maple Grove Government Center  
12800 Arbor Lakes Parkway, Maple Grove MN 55369-7064

#### MEMBERSHIP FORM

(renewable each January)

Annual Membership (tax deductible)

- \$15 Individual/Senior
- \$30 Family
- \$100 Supporting Member

I am interested in helping with

- Writing article
- Historic site maintenance
- Displays
- Educational Programs
- Publicity
- Cataloging artifacts
- Calling

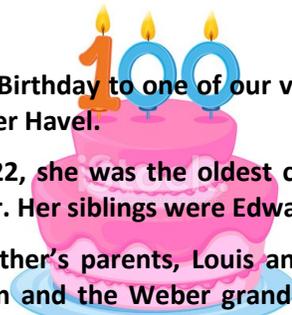
NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

Happy 100 Birthday to one of our voluminous history writers Lillian Weber Havel.



Born in 1922, she was the oldest child of Edward and Elizabeth Weber. Her siblings were Edward, James, and Barbara.

Lillian's mother's parents, Louis and Catherine Ferrian lived near Hassan and the Weber grandparents, James and Elizabeth lived in Rogers until Lillian was five, when they moved to Osseo.

She grew up on a farm, along Territorial Road, which was the "Downtown Maple Grove" of the past, not like the current burgeoning Arbor Lakes and now Maple Grove Parkway Areas. Territorial Road was a path in the "Big Woods" and on the Ox Cart Trail even before Minnesota became a State. Later it became a stage coach route and the railroad ran nearby. People on foot, people in buggies with horses, and later cars would travel from Minneapolis to Northwestern Minnesota on Territorial Road.

The farm was originally the 1855 homestead of Joseph Hopkins Briggs. Her Dad bought 15 acres and the buildings in 1920. The house was a Victorian house. "

She attended District 42 Country School. Osseo had no bus service when Lillian started High School in 1936, so her parents sent her to St Benedict's Academy in St. Joseph, MN. Then in her junior year of high school, She switched to Osseo High School because there was a way to get there.

That fall her Dad drove her to St Theresa's College in Winona.. She was able to go to college through the National Youth Administration, established in 1935 by President Franklin Roosevelt, under the works Progress Administration for youth to upgrade skills.

After three years at St Theresa's College in Medical Technology, she finished her last year at Northwestern Hospital in Minneapolis then went to Thief River Falls as a Med Tech. She met Cyril Havel who was home from military service in railroad battalion he was serving with in Antwerp, Belgium. They were married in 1948 at St Bernard's Catholic Church in Thief River Falls. They lived there for 13 years; her husband was a railroad employee. Their children, Collette Marie (1949) and Gregory Edward (1950), were born there. But in 1964 the Soo Line Railroad transferred Cyril to Burlington, WIS. Her husband and son have now died . Lillian was still living there independently at age 96 and now she celebrates her 100th birthday!

